

*A FINAL REPORT OF THE AAWG
CONTINUED AIRWORTHINESS OF STRUCTURAL REPAIRS*

10.0 Recommendations

Based on the conclusions of this report and with respect to the fuselage pressure boundary [skin and bulkheads] it is recommended:

- That the Federal Aviation Administration (FAA) consider a rule change to 14 CFR 91, 121, 125, and 129 be promulgated to ensure that an assessment for continued airworthiness for structural repairs on the fuselage pressure boundary of the Airbus A - 300 BAC 1 - 11; Boeing 707/720, 727, 737, 747; Douglas DC - 8, DC - 9/MD - 80, DC - 10; Fokker F-28; and the Lockheed L - 1011 be accomplished. The suggested wording of these new rules is contained in Section 7 of this report.
- That the FAA consider an Advisory Circular to provide guidance on rule accomplishment. The suggested wording of this Advisory Circular is contained in Section 8 of this report.
- That the Original Equipment Manufacturer (OEM) provide sufficient published data in the SRM, supported by model specific repair assessment guidelines material, to enable the operator to assess existing and proposed repairs.
- That the FAA require Supplemental Type Certificate Applicants to evaluate the effect of repairs in the vicinity of the planned structural modification for potential impact to continued airworthiness.
- That the Transport Aircraft and Engine Issue Group (TAEIG) recommend that the issues discussed in this report become the subject of an international harmonization task.
- That the OEMs provide repair assessment briefings and training to operator maintenance and engineering personnel and regulatory agencies within one year of initial publication of model specific repair assessment procedures.